MD 26 IS ASSUMED TO RUN
IN AN EAST-WEST DIRECTION

PROPOSED SIGNALS

1–6: R, Y, G — 12"

7–10 — 12"

PROPOSED VIDEO DETECTION CAMERA

A

PROPOSED SIGNS

11 — Tiverton RD
D3-1 DUAL FACE SIGN
(VAR, X 16")

12 — EAST MARYLAND 26 WEST
M95-1
(72" X 24")

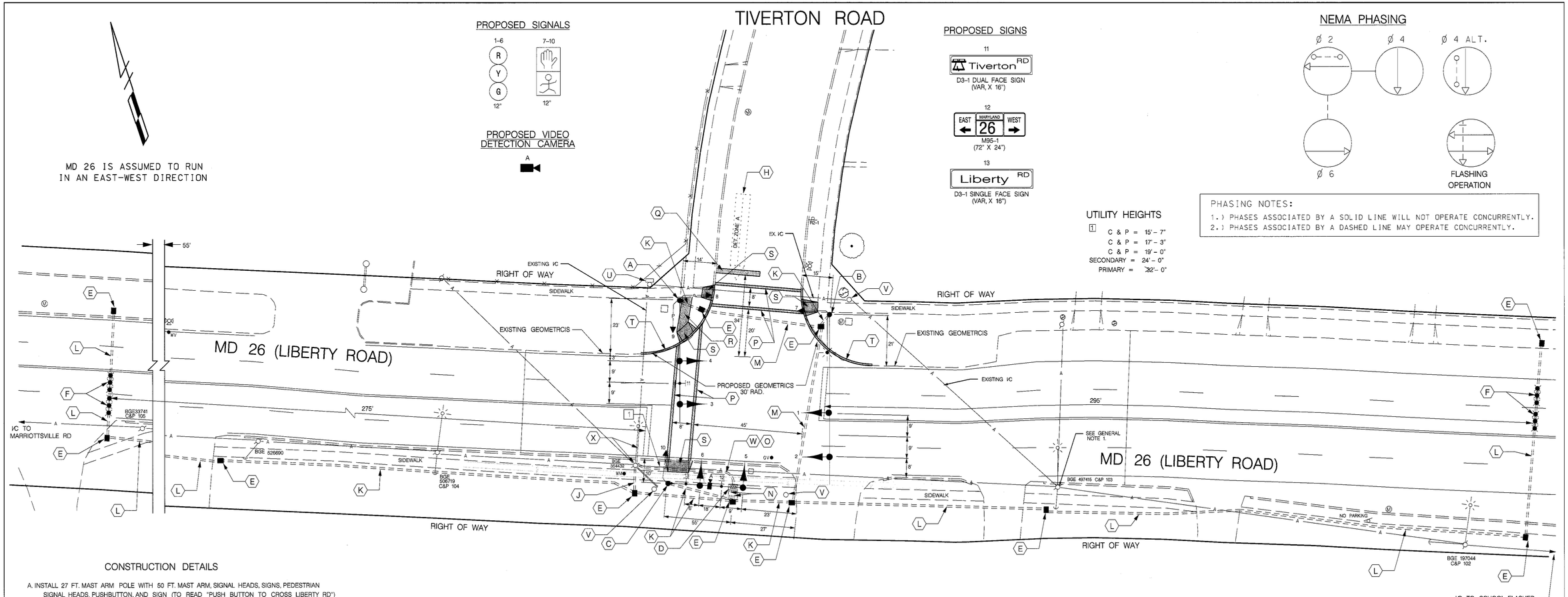
13 — Liberty RD
D3-1 SINGLE FACE SIGN
(VAR, X 16")

NEMA PHASING

PHASING NOTES:
1.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2.) PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

UTILITY HEIGHTS

1
C & P = 15'– 7"
C & P = 17'– 3"
C & P = 19'– 0"
SECONDARY = 24'– 0"
PRIMARY = 32'– 0"



CONSTRUCTION DETAILS

A. INSTALL 27 FT. MAST ARM POLE WITH 50 FT. MAST ARM, SIGNAL HEADS, SIGNS, PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, AND SIGN (TO READ "PUSH BUTTON TO CROSS LIBERTY RD") (INSTALL 2–3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)
B. INSTALL 27 FT. MAST ARM POLE WITH 70 FT. MAST ARM, SIGNAL HEADS, SIGNS, PEDESTRIAN SIGNAL HEAD, AND 15 FT. STREET LIGHTING ARM WITH 250 WATT HPS LUMINIARE (NOTE: INSTALL 2–3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS) CUT MAST ARM TO 64 FT. IN LENGTH
C. INSTALL 27 FT. MAST ARM POLE WITH 38 FT. MAST ARM, SIGNAL HEADS, SIGN, VIDEO DETECTION CAMERA, PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, AND SIGN (TO READ" PUSH BUTTON TO CROSS LIBERTY RD") (INSTALL 2–3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS) CUT MAST ARM POLE TO 21 FT. IN HEIGHT
D. INSTALL NEMA "6" BASE MOUNTED CABINET AND CONTROLLER WITH CONTROL AND DISTRIBUTION EQUIPMENT, VIDEO DETECTION INTERFACE EQUIPMENT, AND ANY OTHER NECESSARY EQUIPMENT (NOTE: INSTALL 2–2 IN. AND 2–4 IN. AND 1–3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)
E. INSTALL ELECTRICAL HANDHOLE
F. INSTALL NON-INVASIVE MICRO-LOOP PROBE WITH 500 FT. LEAD-IN
G. NOT USED
H. VIDEO DETECTION CAMERA ZONE
J. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – TRENCHED FOR EXISTING INTERCONNECT
K. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – TRENCHED
L. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – BORED
M. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – BORED
N. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – TRENCHED
O. PROPOSED ELECTRICAL SERVICE
P. INSTALL 12 IN. HEAT APPLIED, PREFORMED, THERMOPLASTIC PAVEMENT MARKINGS
Q. INSTALL 24 IN. HEAT APPLIED, PREFORMED, THERMOPLASTIC PAVEMENT MARKINGS
R. INSTALL 4 IN. CONCRETE SIDEWALK
S. INSTALL TYPE 1 SIDEWALK RAMP IN ACCORDANCE WITH MSHA STANDARD NO. MD-655.11
T. INSTALL STANDARD TYPE "A" CURB AND GUTTER IN ACCORDANCE WITH MSHA STANDARD NO. MD-620.02 (12 IN. PAN, 8 IN. DEPTH, 30 FT. RADIUS FROM EXISTING CURB)
U. REMOVE EXISTING STRAIN POLE, CABINET AND CONTROLLER, SPAN WIRE, AND ALL ASSOCIATED SIGNAL EQUIPMENT (SEE GENERAL NOTE NUMBER 6 FOR SPECIFIC DETAILS)
V. REMOVE EXISTING STRAIN POLE, SPAN WIRE, AND ALL ASSOCIATED SIGNAL EQUIPMENT
W. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – TRENCHED FOR PROPOSED ELECTRICAL SERVICE
X. INSTALL 3 IN. WEATHER HEAD, 3 IN. ELECTRICAL CONDUIT – GALVANIZED RISER, AND 3 IN. CONDUIT BEND ON EXISTING UTILITY POLE AND RE-ROUTE EXISTING INTERCONNECT CABLE (SEE GENERAL NOTE NUMBER 1.)

GEOMETRIC LEGEND
EXISTING
PROPOSED

UTILITY LEGEND
SD — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
S — SEWER MAIN
E — ELECTRIC CABLES
A — AERIAL CABLES
T — TELEPHONE CABLES
F — FIBER-OPTIC

GENERAL NOTES

1. DISCONNECT EXISTING I/C FROM EXISTING POLE MOUNTED CABINET, PULL BACK TO THIS UTILITY POLE AND RE-ROUTE TO PROPOSED BASE MOUNTED CABINET AND CONTROLLER (SEE WIRING DIAGRAM)
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. ABANDON ALL EXISTING DETECTION.
4. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
6. ALL EXISTING TRAFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
8. THE CONTRACTOR SHALL CONTACTSHA TO SCHEDULE RETROFITTING OF THE CONTROLLER EQUIPMENT IN ORDER TO OPERATE VIDEO DETECTION EQUIPMENT.
9. VIDEO CAMERAL LOCATION AND ALIGNMENT SHALL BE COORDINATED WITH AN SHA ENGINEER IN THE FIELD.
10. MAST ARM SHALL NOT BE CUT UNTIL EXACT SIGNAL HEAD, SIGN, AND VIDEO DETECTION CAMERA LOCATION HAS BEEN ESTABLISHED.

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SHA# BA445A5F/B5F TOD# AT357-41

REVISIONS
A TOTAL RECONSTRUCTION 9/2004
SHA NO. AT357B5F/B5F
MH

APPROVALS
TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, OFFICE OF TRAFFIC & SAFETY
ORIGINAL ON FILE

SHA MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNAL PLAN

MD 26 (LIBERTY ROAD) AND TIVERTON ROAD

DRAWN BY:	M.HOWELL	F.A.P. NO.	N/A	TS NO.	4344A
CHECKED BY:		S.H.A. NO.			
SCALE:	1" = 20'	COUNTY:	BALTIMORE	T.I.M.S. NO.	G345
DATE:	8/16/2004	LOG MILE:	03026003.71	SHEET NO.	1 OF 2

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